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CHINA OVERLAND TRADE REPORT,
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Hongkong Daily Press.

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Hongkong, 17th September, 1908.

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BIRTH.

At Fochow, on September 8th, the wife of
HUBERT HIBBS, British Pro-Consul, f. a daughter.

[1304]

MARRIAGE.

At St. Joseph's Church on the 16th September,
WILLIAM, the son of the late WILLIAM WOTHERSON
of Wishaw, Scotland, to ISABEL, daughter
of WILLIAM IRVINE of Fort Augustus, Scotland.

[1305]

DEATH.

On 13th September, in England, GEORGE LOMER
T. M. aged 84 years. (By Telegram.) [1309]HONGKONG OFFICE: 104, DES VIOUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 17TH, 1908.

In the course of an interview which Sir
ROBERT HART a short time ago gave to a
writer on the staff of a London commercial
magazine he expressed the opinion that the
growth of foreign trade in China depends
very largely upon the readiness with which
merchants adapt their supplies to the
ascertained demands of the people. This is
but another way of stating a complaint
against the conservatism of merchants—and
especially British merchants—which has
been constantly reiterated in the annual
reports of the British Consuls. Mr. Consul-
General MANSFIELD in his report on the
trade of Canton for 1907, a copy of
which is just to hand, makes a few
remarks which are very pertinent to this
subject. It is a matter of surprise, he
says, that the very patent demands for
modern labour-saving machinery, the great
manufacturers of England should for the
most part confine themselves to circulars
and catalogues and inquiries of their Consuls
for agents to push their wares. Such efforts,
he says emphatically, are useless. "The
one and only method is to send out practical
men to study the wants of the Chinese,

explain the nature and capacity of their
machines, quote definite laid-down prices,
and, later on, exhibit samples in actual work.
Other nations are prepared to do this, and
if the British manufacturer does not want
to be left out in the cold, he must follow
suit." The advice is sound enough, but the
words of wisdom embodied in the Consular
reports seldom come under the observation
of those for whom they were especially
intended. It would be a mistake to suppose
that fault is to be found with the British
manufacturer only. In these days of
strenuous competition Consuls of all nationalities,
no doubt, see plenty of misdirected
effort on the part of manufacturers at home
who dream of securing orders by means of
the wide distribution of circulars which
probably not one in a thousand among the
recipients can understand. The advice given by Consul-General MANSFIELD, whose
long service in China renders him exceptionally
competent to give it, will be admitted to
be eminently sound; and we think we may
say that many British manufacturers fully
appreciate the need for sending out practical
men to explain the nature and capacity of
new machinery. There is no doubt a big
field opening up in China for machinery.
The desire for factories of all kinds seems
likely to develop into something like a
mania but we have no doubt that while
some manufacturers are wasting their time
and money in this manner described by
Mr. MANSFIELD there are others—British
included—who are quietly working in the
right way to secure what orders may be
given. The merchants established at
Hongkong and Canton who represent firms
of machinery makers are probably as well
acquainted as the Consul with the prospects
of business in this line, but they will be
interested to learn Mr. MANSFIELD's opinion
that nowhere in China are they brighter
than at Canton.

The late M. Arthur Lanen, of the French
Consular service, and who was Consul at
Hongkong in the late sixties, has left £10,000
to the Paris Geographical Society.

Before the Hon. Commander Basil R. H.
Taylor, R.N., Marine Magistrate, at the Macao
Magistrate's Court yesterday, four boatmen
who were charged with obstructing the steps of
the Wilmer Street wharf, were fined \$14, the
first defendant being ordered to pay a fine of \$5
and each of the others \$3.

It is announced in the London papers that
the Chinese Department of Education has called
its heartiest sympathy with the aims of the
first International Moral Education Congress,
which is to be held at the University of London
on Sept. 25th to 29th. Twelve Governments
are patrons of the Congress and half a dozen
other Governments are rendering assistance.

Lieut.-Colonel Broke is to be relieved by
Major G. D. Close R.E., who has been doing
duty at York. Major Close has served in the
Sappers for over twenty-three years, and
attained his present grade six years ago.

He has the Burmese Expedition, 1887 (metal
with clasp), and the Hazara Expedition, 1891
(clasp), to his credit.

Captain and Brevet Major C. G. Falcon,
Royal Engineers, stationed at Peking, has been
promoted to substantive field rank. Major
Falcon first got his commission in February,
1889, and he got his brevet step in South
Africa in 1900 for meritorious services at the
relief of Ladysmith, including Coleuso and
Spion Kop, where he was badly wounded
(mentioned in despatches, brevet majority,
Queen's medal with two clasps).

In having come to the knowledge of the
Shanghai Tao-tai that the native banks have
been speculating heavily in exchange to the
great detriment of trade, His Honour Tao Li-
huang has issued a proclamation forbidding this
practice. A similar notice has been sent to the
French Consul-General with the request that it
might be countersigned by him and posted up
in the French Concession.

In consequence of the enormous increase
of missionary cases in recent times, the Chinese
Government is negotiating with the representa-
tives of the various foreign countries in Peking,
for the conclusion of a treaty dealing exclusively
with missionary matters. In the meantime
China has informed the Diplomatic Corps that
she will not be responsible for the protection
of missionaries not registered in their legations.
Yesterday, at the Supreme Court, before the
Chief Justice, the action brought by Lui Mai
Cho, otherwise called Lau Hok Shun, against
the Hongkong and Shanghai Banking
Corporation for the recovery of thirty-four title
deeds, which it was alleged, were the property of
the plaintiffs and were wrongfully detained by
the defendants, entered on the seventh day of
its hearing. The case will not conclude before
Friday.

Why not train up young women in Siam to
fill positions in Government offices and
establishments as in other countries, in question
that is frequently asked, says the "Siam Free
Press" in a leading article. Siamese women have
always been noted for their business capacity in
every sphere of life, and if they once are given a
chance to fill positions, as typists, telegraphists,
copyists, accountants and so forth, in govern-
ment and other departments, they would soon
give a satisfactory account of themselves.

The Hon. Mr. E. A. Hewett, we notice, booked
his passage by the "Mooltan" leaving London on
the 23rd ult. He is therefore due to arrive by
the next English mail.

Definite news from Dr. Sven Hedin has
reached Simla, his letter being dated Gartok,
1st August. He was then starting for Simla
via Teling and Shapki. The Indian Trade
Agent at Gartok, writing on the 8th August,
stated that the traveller was then well on his
way to India. Dr. Sven Hedin has mapped the
whole of the country to the north of the Upper
Brahmaputra and has discovered a great range
of mountains traversing Tibet for some two
thousand miles.

THE DANGER OF ELECTRIC WIRES.

A JURY'S ADVICE TO PROPERTY OWNERS:

Before Mr. J. H. Kemp, sitting as coroner,
and Messrs. W. Ironside, A. B. Bowes and J. M.
S. Zarario, jurors, an inquiry was held at the
Magistracy on Tuesday into the cause of death
of a coolie named Lal Kwan, who fell from
some scaffolding at the Kowloon Godowns
and came into contact with defective
electric wire.

Dr. Macfarlane disposed to examining the
body of deceased, and finding that death was
due to hemorrhage caused by a rupture
spleen.

Tsang Tsa spoke to finding deceased dead at
the foot of a ladder behind the godowns. The
ladder was a bamboo scaffolding used for hauling
up materials. The coolies went up by two
ladders on the Praya side of the godowns.

Mr. T. W. Robertson, superintendent engineer
of the Wharf and Godown Co., said that
between 200 and 300 coolies were employed
round the godowns repairing typhoon damage.
He told the coolies to take all precautions.
The wire in question was a high tension wire
put up to light the Star Ferry Wharf, and
Godown 51. He understood that the high
tension current was 2,000 volts, and that would
be sufficient to cause death. The wire was
insulated all along, but the insulation might,
of course, be faulty. They had no non-insulated
wires except telephone wires. The climate here
was hard on insulating materials.

Mr. G. L. Hale, in charge of the Kowloon
Works of the China Light and Power Co., said
he examined the wire in question. He found
that at one point in the wire the insulation
was damaged, just where the scaffolding was put up.
Possibly it was damaged by the baskets as they were being pulled up, or it might have been damaged by falling
tires during the typhoon. There was no means
of discovering such defects by tests along the
wire unless the wire was touching something
at the defective point. He thought the wire
had been put up about two years. They had no
definite time after which they renewed such
wires. He could not touch a wire even if it
had been up only a week, as it was not safe.
Witness would not like to say within what
period he would expect to find an insulation
defective through exposure to the weather. It
might develop defects very shortly after being
put up. Such wires were always guaranteed
by the makers. He thought it was generally
known that wires were dangerous, even
when recently erected. The Company would
always cut the current off, if notified of
repairs during the day time. Burying wires
underground would cost perhaps six or seven
times as much as running them overhead.

In reply to a juror, witness said she was not
advised of these particular repairs. The
wires were tested every morning, and the insulation
to earth. They could not test for defects
such as the one in question, as there was no
means unless the defect was touching something.
James Hyde, the clerk of works at the
Godowns, said he gave instructions that the
workmen were to go up to their work by the
Praya side. Such instructions were issued
because he had seen men going up the
scaffolding.

In answer to a juror, witness said he had no
idea that there was any danger to the men
from the wires. He was afraid of damage to
the wire.

The Jury found that the cause of death was
hemorrhage from a ruptured spleen, caused by
a fall which was due to deceased's stepping on
a high tension wire which had a defect at
that point. They wished to call the attention
of property owners to the danger of these high
tension electric wires, which, though completely
insulated when put up, might develop defects at
any time owing to exposure to the weather or to
things falling on them. They also wished to
express the opinion that property owners and
contractors should take special precautions
accordingly, and should have the current cut off
when any repairs were being done to a building.

EXPORT OF MALWA OPIUM
STOPPED.

A Gazette of India Extraordinary was published
at Calcutta on the 2nd inst. over the signature
of the Secretary to the Government of India,
Commerce and Industry Department, saying:
In exercise of the powers conferred by section 19 of the Sea Customs Act 8, 1878,
the Governor General in Council is pleased to prohibit the port of Bombay until 1st January,
1909.

The prohibition is in fulfilment of the condition
of Great Britain's agreement with China
which restricts the annual opium exports from
India to China to a certain fixed number
annually. This number has been divided
pro rata between Bengal opium and Malwa
opium, and the exports of the latter have
reached the maximum allowed for the year.

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Charmant will enable you to do it. Her
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TELEGRAMS.

[REUTER'S SERVICE.]

GREAT BRITAIN AND GERMANY

London, September 13th.

The Standard, in a five column article,
prints the result of an interview between
Mr. Sydney Whitman and Prince von
Buelow, in reference to an article on the
German peril which appeared in the July
edition of the Quarterly Review. In his
remarks on the subject, Prince von Buelow
denounced such writers as insane; and earnestly repudiated any aggressive policy
on the part of Germany. He ridiculed the
assertions that Great Britain would soon
only have a slight naval superiority, and
declared that nobody in Germany would
dream of a quarrel with England which
would irreparably injure both nations.

CHOLERA IN EUROPE.

London, September 13th.

There were 118 cases of cholera in
St. Petersburg yesterday, 34 of which
proved fatal. Suspected cases have also
appeared in Austria and Germany.

MOROCCO.

London, September 13th.

A Franco Spanish Note which has been
presented to the Powers proposes that Mulai
Hafid, prior to his recognition as Sultan,
must confirm the Algeciras and other
engagements of his predecessor, and assume
the responsibility of his Government's debts
to individuals including the Casablanca
indemnities. He must also disavow the
Holy War in order to ensure security in the
vicinity of the ports and trade routes.

The note adds that France and Spain
reserve the right of demanding repayment
for military expenditure and indemnities
for their murdered nationals. The hope is
expressed that Mulai Hafid will treat Abdul
Aziz honourably.

DEATH OF MR. G. L. TOMLIN.

We regret to learn that on Tuesday Mr. G.
Pemberton, acting Secretary of the China Fire
Insurance Co., received a cable from London
announcing the death of Mr. George L. Tomlin,
the well-known secretary of the Company.

Mr. Tomlin had been ill for some time,
and after consulting three local doctors,
and learning from each that he was suffering from
cancer in the throat, he decided to take a trip
home to consult a specialist. He left Hongkong
on leave, on June 2nd. He went under an
operation at home, had the growth removed, and
thought that his troubles were over. Unfortunately,
however, he rapidly declined, and was now succumbed to the dread disease.

Mr. Tomlin, who was a member of the
Perseverance Lodge and a prominent Mason,
arrived in the Colony some twenty years ago.
For about two years he served in an architect's
office and then joined the China Fire Insurance
Co. as a clerk. This was on the 15th September,
1882. From a junior Mr. Tomlin worked his
way up until he became Secretary of the
Company, a position in which he had been for
ten years, and held until the time of his death.
Deceased, who was 48 years of age, leaves a large
circle of friends in the Colony, who will regret
to hear that he has passed away.

PROFESSIONALISM IN CRICKET.

Cricket, with the help of the reporter and
under the stress-of-gate-money, has become a
theatrical display. We hear of cricketers
suffering from stage-fright, fearing the influence
of a "bad press," and making an honoured
game a mere excuse for discomfort. We see
eleven of undergraduates who in the recklessness
of youth should face all hazards, with
equanimity, timidly forgetting that it is their
business to make runs, and, like actors, losing
the general purpose of the game in a farce
and a theatrical display. We hear of cricketers
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SUPREME COURT.

Wednesday, 16th September.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMBERG (ACTING
PUIENEY-JUDGE).

MUCH ADU ABOUT A HAT.

When the action in which J. C. Moosa sued S. E. Allans for £20 the value of a Panama hat alleged to be wrongfully detained by the defendant was called, Mr. Dixon, of Messrs. Hastings and Hastings, on behalf of the plaintiff said he had that morning received a sum of money and the action was settled.

Mr. Grist, who appeared for defendant, denied that there had been any settlement so far as he was concerned, and added that they repudiated liability.

Mr. Dixon replied that the money he had received enabled him to accept it as settlement of any claim which the plaintiff had against the defendant.

Mr. Grist stated that the defendant disputed all liability and asked that the case be struck out. The hat had been handed over.

Mr. Dixon interrupted with the assertion that that was not quite correct. The hat was handed to him by the defendant before his friend was instructed. Defendant had called with a view to a settlement and left the hat with him.

Mr. Grist asked where the hat was now.

Mr. Dixon: At my office.

Mr. Grist repeated his request that the case should be struck out.

His Lordship—The plaintiff has got all he wished.

Mr. Grist—Somebody has paid the money on defendant's behalf.

Mr. Dixon—I am not suggesting he paid it.

His Lordship—Is there anything as to costs which turns on this point?

Mr. Grist—I think it should be entered as withdrawn.

His Lordship decided to record that the plaintiff reported that the matter had been settled and asked to withdraw the case.

LANDLORD AND TENANT.

P. W. Goldring, solicitor, claimed the sum of \$500 damage from the Humphreys Estate and Finance Company, Limited, for breach of contract. The plaintiff alleged that the defendant firm failed to comply with an agreement whereby they undertook to keep the roof and exterior walls of the premises he occupied at Kowloon in a proper state of repair. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff, while Mr. P. M. Hodgson, of Messrs. Evans and Harston, acted on behalf of the defendants.

Mr. Grist stated that Mr. Goldring had rented from the defendant firm a floor in one of their buildings at Kowloon. Only the flat in which plaintiff lived was let to him but not the roof which was the property of the landlord, whose duty it was to keep it in proper condition for the use of the tenants. On the 28th July last there was a typhoon in Hongkong. Eight or ten days later there was a heavy rainstorm, which caused water to accumulate on that portion of the roof above plaintiff's floor. The water came through and damaged a considerable portion of his property. A carpet was spoilt, also a gramophone and a number of records.

His Lordship—Supposing the typhoon took the roof right off, would you still have a remedy?

Mr. Grist—I don't think so.

Did you give notice to the defendants to repair the roof?—No.

Daniel Antonio Soares appeared before Mr. J. H. Kimp on a charge of obstructing an Indian constable in the execution of his duty. Acting Inspector Lee prosecuted.

Indian Constable 758 told the court that he saw some Portuguese boys throwing stones at street lamps, and when he went to arrest them the defendants stopped him.

Defendant stated that he offered the constable his address, but the Indian threw it in his face. Complainant struck his younger brother, and he went up to take his number to report him to the Captain Superintendent. The constable arrested him and pulled him all the way to the station, although he did not refuse to go. At the station the policeman told the sergeant on duty that defendant, his cousin, and some boys were throwing stones at him and at the street lamps.

His Worship—How is it you have not got your cousin here as a witness?

Defendant—He told me he would come up, but I think he is too busy in the office. Proceeding, defendant stated that while in the charge room the police took everything out of his pockets, including his private letters, which they read and then laughed at him.

The Indian constable was recalled, and his Worship asked—Why didn't you take the piece of paper from the defendant?—There was nothing on it. What was the good of my taking it?

If you had taken it, it might have been evidence against the defendant—I did not take it because there was nothing on it.

You ought to have taken it. If you had, we would have known whether the defendant gave his name and address or not.—There was nothing on it at all.

His Worship then questioned Acting Inspector Lee as to reading defendant's letters.

Inspector Lee stated that he had searched through the papers to find whether defendant had taken the constable's number as he stated. He police did not usually read private letters.

Defendant—There are no letters.

The Old Age Pension Bill having become law, in England it is interesting to note the results of the old age and invalid pension organisation in this country after having been in operation since January 1st, 1891. On April 1st of the present year there were 980,503 pensioners on the books viz., 845,233 invalids, 114,376 aged people and 18,894 incapacitated by ill-health.

Was the gramophone damaged?—The legs came off.

As a matter of fact your loss is purely a sentimental one!—No, I am not worrying so much about the money; I am bringing this action on principle.

Any other tenants suffer damage to their property?—Yes. A lady had all her sitting-room furniture damaged. I am told over 5,000 blankets belonging to the Army Ordnance were destroyed.

As a matter of fact this is only a test case?—I am going entirely on my own responsibility. If you succeed the other tenants will send in their claims?—I don't know.

Plaintiff, "oooh" also gave evidence in support of his case.

For the defence, Mr. E. Seth, secretary of the company, said the house in question was only eighteen months old. Beyond the notice he had received on the 21st August, he had got no other. The company had no reason to suppose that the house needed repair. When he received the notice he went over to Mr. Goldring's house, examined the damage, and returned to the office and reported it. On the following Saturday, accompanied by Mr. Bird, he examined the roof but could find nothing wrong.

Cross-examined: The company had previously paid compensation to other tenants for damage done, but in those cases notice had been given and the damage repaired. The compensation paid was £50.

This closed the case for the defence.

Mr. Hodgson submitted that it was necessary for the tenant to give notice to the landlord of any repair that was needed. The case was important to all landlords in the colony.

His Lordship—It is also important to tenants.

Mr. Hodgson contended that the roof was lost to the tenant and if the landlord went on the roof it was trespass.

His Lordship—I think it would be going rather far to say the landlord would be a trespasser if he went on the roof of his own house. I don't know that he ought to go there, but I don't think he could be legally prevented.

Mr. Hodgson added that landlords could not be expected to keep a staff of inspectors to inspect roofs every day, and see if pipes were choked.

His Lordship—The plaintiff's case is this: if a landlord in this colony is properly an insurer against damage caused by weather.

Mr. Grist—I don't go quite so far as that.

His Lordship—Pretty near it.

Mr. Grist—I say that in view of the circumstances of the typhoon he was negligent in not going and seeing to the roof.

Mr. Hodgson submitted that as there was no structural defect alleged this claim did not apply to damage caused by a shoted drain.

Mr. Grist having replied, his Lordship said that as both sides considered the case one of importance he would reserve his decision.

AT THE MAGISTRACY.

A number of coolies on the Peninsula have found a source of amusement lately in ringing people's door bells and then running away. One of the offenders was caught on Tuesday, however, and was charged before Mr. J. R. Wood yesterday. A fine of £5 was imposed, the alternative being 14 days' imprisonment.

A trader from the country was charged before Mr. Wood yesterday with infringing the exclusive rights of the Postmaster General by taking letters out of the Colony. He was ordered to pay a fine of £2, in default, one month's imprisonment.

A basket filled with choppers, knives, files and forging irons was placed before Mr. Wood yesterday, and five natives were charged with being in possession of these without the permission of the Captain Superintendent of Police; also with cutting and wounding. The defendants, with three others, not in custody, are alleged to have entered a brothel at Shektenaus and attacked a girl. A man on the premises who went to her assistance was stabbed on the head, while a second unfortunate who endeavoured to protect the girl received some nasty gashes on the right arm. The hearing of the case was adjourned.

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HAMBURG LETTER.

[WRITTEN FOR THE "HONGKONG DAILY PRESS."]

Hamburg, August 20th.

THE SIGNAL TO THE AIRSHIP DISASTER.

The news of the destruction of Count Zeppelin's airship on the day before I mailed my last letter, as well as full particulars of the accident will have reached you by wire and mail before this comes to hand, rendering an account of my part superfluous, but I cannot refrain from advertizing to the wonderful effect the event has had on the national mind. Everybody in the wide world must have felt sincere sympathy with the man now a septuagenarian, who has for the last thirty years or more, in fact since he was obliged to leave the army in which he had distinguished himself, on account of ill-health, devoted his energies and his fortune to the conquest of the air, who after having succeeded in producing a dirigible balloon, as demonstrated by his flight from the Lake of Constance to Mayence, saw his hopes of accomplishing the final test shattered by a squall of wind. But nobody could have foreseen the extent to which the German people had identified themselves with the undertaking since the partial success attained by the Count a few years ago, for not since the declaration of war, in 1870, has such a spontaneous outburst of patriotic feeling been witnessed. Within twenty-four hours after the accident had happened all the leading newspapers had opened subscription lists for the construction of a new airship; the corporations of all the more important towns, and of smaller ones too, voted sums varying from £20 to £5,000; societies and private clubs of all kinds raised contributions amongst their members; industrial establishments, mercantile firms and private individuals promised considerable amounts and even children parted with the contents of their saving boxes, whilst the Government at once placed at the disposal of the Count the £25,000 agreed upon as the price of the invention, if the airship stood the test of remaining in the air in a navigable condition for 24 hours, engaging at the same time to bear the loss entailed by the catastrophe. What the subscriptions may total up to in the end it is impossible to conjecture even, but it is stated that at least £10,000 have already been received. This manifestation of universal sympathy put new life into Count Zeppelin who for a moment seems to have been dumbfounded by the blow, and he has lost no time in making preparations for the construction of a new airship, for which many parts of the old one are still available. In order to accelerate the completion of it he has asked for the co-operation of scientific and technical experts and an advisory board has been formed for the purpose, consisting of some of the most eminent scientists and engineers in the country. The suggestion of Oberbaumeister Rathenau that a committee of control be appointed to watch over the application of the funds collected has been instantly accepted by the whole nation, the general desire being that the amount shall be at the free disposal of the Count in recognition of his disinterested and untiring labour in the cause of science and of his country.

A GOOD IMPRESSION CREATED.

The visit of King Edward to Friedrichshof and the conciliatory speeches of Mr. Lloyd George, Mr. Haldane and Mr. Winston Churchill have created a good impression in this country and, if the yellow-press on both sides of the Channel would but cease from troubling, more friendly relations might soon be established between the two peoples. At the same time it does not seem as if the suggestion of the "Daily News" that Mr. Lloyd George should during his intended visit to Berlin, endeavour to come to an understanding with the Imperial Government regarding a mutual limitation of their naval programmes, were well founded.

WHISTLING NINETY MILES.

Three naval officers, acting on behalf of the French Admiralty, succeeded on August 5 and 6 in telephoning without wire between Paris and Diéppe, a distance of about ninety miles.

The experiment included an ordinary conversation, calls, songs, and whistling, all of which were heard perfectly clearly.

THE STATE OF TRADE.

Signs of a revival of trade, although still faint, are beginning to show themselves. There,

is a better demand for investments on stock exchange, chiefly for gold-edge securities and bankshares, but industrial paper is slowly participating although speculation generally continues to hold back. The metal markets are more active, and prices are advancing; there is a pause in wool and woollen after the late stimulated business. In the cotton market brilliant prospects of the new crop in the United States and the persistence with which the trade has carried out its policy of abstention from buying have counteracted the effect of the steadily decreasing stock in the American and European markets. The total visible supply of American cotton last week amounted to 2,000,000 bales against 1,450,000 bales last year, whilst the stock in New York was 63,000 bales against 195,000 bales and in Liverpool 210,000 bales against 72,000 bales at the corresponding date in 1907.

It is surprising to what extent the general depression has affected the trade in articles such as picture postcards; it appears that while Germany exported something like 500 millions in the first six months of last year, the number during the first half of the present one does not exceed 250 millions, a falling off of 50 per cent.

These figures show at the same time the importance the industry has attained in this country, her chief customers being the United States, Canada, Australia and the British colonies.

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THE STATE OF TRADE.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed DAILY PRESS only, and special business matter to THE MANAGER. Advertisements and Subscriptions which are no entered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS



SCHOOL REOPENS on FRIDAY, September 18th at 9 A.M. Applications for Admission should be made to the HEADMASTER.

Hongkong, 17th September, 1908. 1306

CRIMINAL SESSIONS.

AS the COURT will be formally opened on FRIDAY next and adjourned, JUDGERS are informed that they WILL NOT BE REQUIRED TO ATTEND until MONDAY, the 21st inst., at 10 A.M.

ARATHOON SETH, Registrar.

Registry, Supreme Court, Hongkong, 16th September, 1908. 1307

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN," Captain J. G. Olifent, will be despatched for the above Ports on TUESDAY, the 22nd inst., at 4 P.M.

For Freight or Passage apply to DAVID SASSEON & CO., LTD., Agents.

Hongkong, 17th September, 1908. 1308

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"ORIENTAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their bays in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:— From London, &c. ex "Britannia" From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 16th September, 1908. 1309

THE EAST ASIATIC CO., LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd Sept., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd Sept., at 9.30 A.M.

All Claims must reach us before the 27th Sept., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO., Agents.

Hongkong, 16th September, 1908. 1310

KOWLOON RICKET CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the Club Pavilion on MONDAY, the 28th September at 5.15 P.M.

T. CHEE,

Hon. Secretary.

Kowloon, 16th September, 1908. 1300

VICTORIA RECREATION CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING of Members will be held in the GYMNASIUM on WEDNESDAY, the 23rd September, at 5.15 P.M., for the purpose of considering and passing the Annual Report and Statement of Accounts for 1907.

FRANK LAMMERT,

Hon. Secretary.

Hongkong, 15th September, 1908. 1244

WANTED.

A POSITION of Trust in a First Class Hotel. The advertiser is a fluent linguist, speaking French, English, German, Italian, Spanish and Russian, and would be useful for introducing provisions and ships stores to ships in harbour. Excellent references as to character, etc.

Apply— A. H. Care of "Daily Press" Office.

Hongkong, 5th September, 1908. 1266

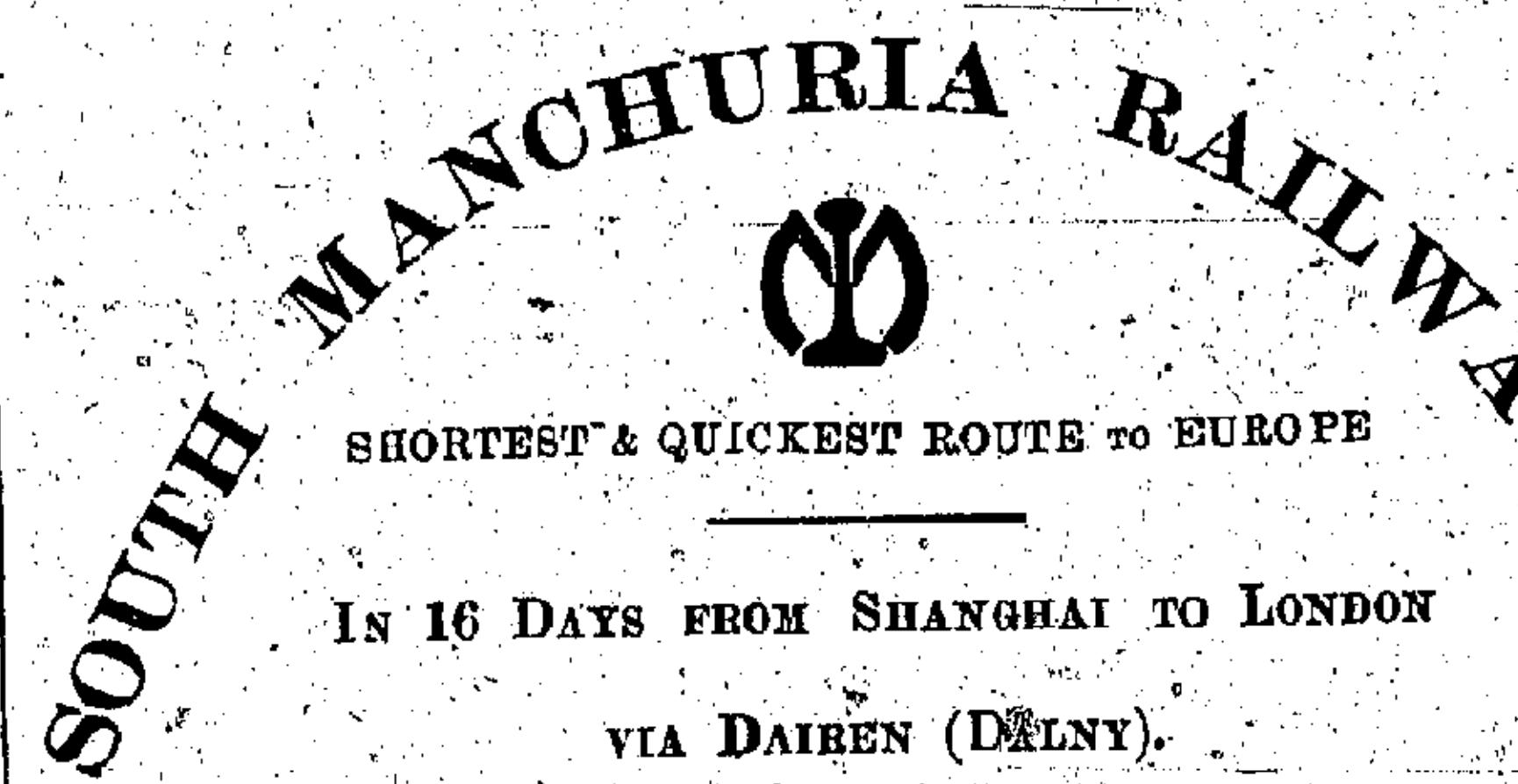
WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909, or longer.

Apply— Care of "Daily Press" Office.

Hongkong, 2nd September, 1908. 1255

NEW ADVERTISEMENT



SHORTEST & QUICKEST ROUTE TO EUROPE

In 16 DAYS FROM SHANGHAI TO LONDON

VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kong Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).
MAIN RAILWAY LINE—Tr. Weekly Express Service from Dairen to Kwanchengtu (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. ("His Service" is available after middle of September, 1908)
BRANCH RAILWAY LINES:—
RYUJUN LINE—For Ryujun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchow), 3 hours from Tsinshihua Junction.
FUSHUN LINE—For the famous Fushun Collieries from Shantung Junction.
ANTUNG HSINK LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.
RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add.: "YAMATO"). At DAIREN (Dalny), PORT-ARTHUR and KWANCHENG TU, and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add.: "MANETSU." Codes: A.B.C. 5th Ed., Al, and Lieber's. 1303

INTIMATIONS

HONGKONG CRICKET LEAGUE.
THE ANNUAL GENERAL MEETING will be held in St. George's BUILDING, (Messrs. Shaw, Tones & Co.'s Office) on TO-DAY (THURSDAY), the 17th September at 5.30 P.M. Hongkong, 14th September, 1908. 1292

HONGKONG CLUB.

NOTICE.—
THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1906) of the HONGKONG CLUB, payable on WEDNESDAY, the 30th September, 1908, will be held at the HONGKONG CLUB HOUSE at 11 o'clock A.M. on SATURDAY, the 19th September, 1908.

Bearers of Debentures are invited to attend the Drawing.
By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 3rd September, 1908. 1258

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Offices, on SATURDAY, the 19th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 19th September, both days inclusive.

DOUGLAS, LA PRAIRY & CO., General Managers.

Hongkong, 2nd September, 1908. 1257

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL on FRIDAY, the 25th instant, at 5.30 P.M. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, &c. of Electing Office-bearers for the ensuing Year, &c.

DAVID WOOD, Acting Hon. Secretary.

Hongkong, 3rd September, 1908. 1259

FOR SALE AT THE BEGINNING or 1909.

A COMPLETE PLANT of SUGAR MACHINERY. Capable of Dealing with 2,200 Gallons Juice per hour, comprising:

1 Three Roller Mill 36" by 72" with Hydraulic on back roll and having Cane and Megass Carriers complete.

Horizontal Single Cylinder Engine 48" by 28" and Cast Steel Gearings.

1 Juicer Heater of 800 square feet heating surface.

8 Clarifiers of 600 Gallons each on platform supported by C.I. Columns.

4 Filter Press 25 inches square with 31 Chambers each.

2 Eliminators with Copper Coils &c.

The above are supplied by Messrs. McOnie Harvey (The Harvey Engineering Co.) Glasgow in 1901.

8 Oil Jacketed Open Boiling Pans (Millers Patent) for making Megassade & Concrete Sugar without Molasses residue.

2 Stirling Boilers working at a pressure of 160 lbs. per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 square feet, grate surface 95 square feet.

1 Overhead Crane for Mill and Engine equal to a lift of 15 tons.

1 Electric Lighting Plant.

Factory Building 103 feet long and 90 feet wide in two spans of steel girder columns with corrugated galvanized iron roof and ends.

The Plant works with megass fuel alone except for raising Steam.

The Factory can be seen at work on Nova Scotia Estate, Port Moresby, Federated Malay States, at any time during the next six months after which time Cultivation is to be stopped, as the Estate has been planted throughout with Rubber.

The Removal of the Factory—Machine can be done by the Sellers who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to—

THE STRAITS SUGAR CO., LTD., 27, Austin Friars, London, E.C.

or to— JOHN TURNER, Penang, Straits Settlements.

Hongkong, 27th August, 1908. 1251

WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909, or longer.

Apply— Care of "Daily Press" Office.

Hongkong, 2nd September, 1908. 1255

THE HONGKONG DAILY PRESS, THURSDAY, SEPTEMBER 17TH 1908.

TO LET

TO LET

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY.

A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. 121

TO LET.

COAL YARD.

Apply to—

N. MODY & CO.

54, 56, Queen's Road, Central.

Hongkong, 23rd July, 1908. 1215

TO LET.

ONE OFFICE ROOM.

Praya 2, opposite Murray Pier.

Apply to—

SCHULDT & CO.

Hongkong, 28th July, 1908. 1013

TO LET.

SIE NTING

SURGEON DENTIST.

No. 10, D'AUGLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1908. 575

TO LET.

4 ROOMED HOUSES

in Kowloon at Moderate Rentals.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LTD.

Hongkong, 15th August, 1908. 1018

TO LET.

DERRINGTON.

Peak Road, below L.R.C.

Tennis Courts.

From 1st September a.

The Property is also FOR SALE.

For particulars apply to—

C. SCHROETER,

Care of GABRIEL, BOENER & CO.

King's Buildings, 3rd Floor.

Hongkong, 8th August, 1908. 1164

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS At Sixt DECEMBER, 1907
18,114,624

I. Authorized Capital £3,000,000
Subscribed Capital 2,751,000
Paid-up Capital 2,675,600 10 0
II. Fire Funds 3,005,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents.

Hongkong, 1st July, 1908. 1019

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W.M. MEYERINK & CO., Agents.

Hongkong, 5th September, 1908. 314

THE GLOUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.

Hongkong, 13th August 1908. 28

FOR SALE

JAP PUG, Black and White, well bred, Shapely, \$85. Apply—

ABSENCE

Care of "Daily Press" Office, Hongkong, 12th September, 1908. 1257

FOR SALE

A COUNTRY-BRED CHESTNUT MALE (Indian). Apply to

THE MANAGER,

Kennedy's Horse Repository, Hongkong, 10th September, 1908. 1253

FOR SALE

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PELCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central, Hongkong, 15th May, 1908. 833

CHINA EXPRESS CO., 3, DUBBELL STREET.

FOR SALE a Quantity of NETTING for TENNIS COURTS, etc., at less than half-cost.

GOERZ-ANSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS.

Hongkong, 5th August, 1908. 1050

GRACIA & CO. (Established 1898.) No. 27, Des Vaux Road, opposite the P. & O.'s Office.

Dealers in Rare Asiatic and Foreign Postage Stamps.

View and Artistic Postcards.

Novels, Cigars and all other Philatelic Goods. Now on view a fine collection of 4,600 STAMPS for \$750. Inspection cordially invited. 1021

THE DIRECTORY AND CHRONICLE FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" OFFICE or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 338

NEW CARTRIDGES.

By Popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG, at 36 7d and 27 5d per 100 SPOERTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

W.M. SCHMIDT & CO., Hongkong, 26th October, 1906. 729

JUST ARRIVED.

A MERICA'S LEADING W.B. CORSET. GREAT DEMAND FOR LONG WAIST. ERECT FORM and NUFORM.

HOOSAIN-ALI & CO., 14, Queen's Road, Central, Hongkong, 27th August, 1908. 651

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 481 pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is delivered after the 22nd inst., will be subject to rent.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold. \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

NOTICES TO CONSIGNEES

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SILESIA."

Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINIE, Hongkong Office.

Hongkong, 11th September, 1908. 1291

S.S. "VILLE DE LA CIOTAT"

COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Cordouan" and "Charente," from Bordeaux ex s.s. "Ville de Rochelefort" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence delivery will be made.

Optional Cargo will be forwarded on unless indication is received from the Consignees before NOON To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 21st Sept., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st Sept., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 21st Sept., at 3 p.m.

No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 11th September, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company Steamship

"AUSTRIA."

Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence delivery may be obtained.

This Steamer brings Cargo from Trieste ex s.s. "Metzovich," transhipped at Trieste ex s.s. "Persia" transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON on the 21st inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st inst., will be subject to rent.

Bills of Lading will be countersigned by Sander, Wielker & Co., Agents.

Hongkong, 14th September, 1908. 3

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PATHAN," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th Oct., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m.

No Fire Insurance has been effected.

BODWELL & CO., LTD., Agents.

Hongkong, 15th September, 1908. 1298

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN," FROM MIDDLESEBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th September, 1908. 1299

SHIPPING NEWS.

QUEEN SEA TRAGEDY.

The following mysterious message received from Lloyd's agent at Corfu, discloses a sea tragedy off one of the Ionian Islands:

Reported by survivor, chief officer of Dutch steamer "Luziane," that on the night of the 10th inst. the vessel struck a rock about forty miles south-west of Paxo, and sank. She was loaded with arms and ammunition and about 3,000 tons of coal. Bound from Plymouth and Rotterdam for "Shangay," "Nasaky." Captain Romanooff committed suicide.

Lloyd's officials in London state that the vessel above referred to cannot be identified. The "Shangay" and "Nasaky" may be Shanghai and Nagasaki.

FIRE ON BOARD THE N. L. "ROON."

The N. L. s.s. "Roon," which arrived at Colombo, on September 1st from Australia, was to sail for Bremen at 8 o'clock next morning.

At 6 a.m. a fire was discovered on board, broken out in No. 3 hold. The fire was a slight one and was extinguished after three-quarters of an hour by the ship's crew who worked immediately, with the fire extinguisher on board, and afterwards by pumping water into the hold.

The damaged cargo in hold (loaded with Australian and Colombo cargo) was discharged and brought ashore to store in a Customs warehouse. The cause of the fire was not known.

MELBOURNE TO SHANGAI.

Mr. R. B. Lewis, Victorian Commercial Agent at Shanghai, has received the following telegram from Mr. Swinburne, Victorian Minister for Agriculture.—"We have arranged for the Eastern and Australian Steamship Co. to extend a monthly service to Shanghai. I will telegraph again when the sailing date of the first steamer has been settled."

THE TELEGRAPH COMPANY'S STEAMER PATROL.

Salvage operations on the Eastern Telegraph Company's steamer Patrol, ashore at East Borneo, were the Times writer on marine insurance, will be watched keenly, for the market's interests are considerable.

The vessel, which went ashore at the high spring tides, is valued at £110,000. She carries cable insured for £21,000 on a policy which expired at midnight on August 13 and on a new policy which came into effect on the morning of the 14th. The Patrol was successfully refloated.

LATE TELEGRAMS.

FROM CEYLON PAPERS.

London, September 11th.

A telegram from Melbourne states that Mr. Deakin, speaking at a dinner given by the Yacht Club in honour of the American fleet, said that the sending of the fleet was perhaps the most generous concession made in recent years by one nation to another. The lesson to Australians, said Mr. Deakin, is that America was unable to take a first place in the world until she had a first class navy, so Australia will not be content until she was able to accept her destiny with her own hands. She should begin to make provision for a navy in a modest way.

ENGLISH CRICKET.

London, September 2nd.

The match between Yorkshire and the M.C.C. resulted in a draw.

The following matches were abandoned owing to rain.—Surrey vs. Leicester; Hants vs. Middlesex; and Sussex vs. Gloucester.

ASIATICS IN THE TRANSVAAL.

London, September 3rd.

Eleven Indians, re-entering the Transvaal after deportation, have been arrested at Volksrust, where they gave themselves up voluntarily.

AMERICAN OFFICERS IN AUSTRALIA.

London, September 3rd.

A telegram from Melbourne states that the American naval officers are visiting the inland cities of Australia, where they have met with a most hearty reception.

OPENING OF THE HEJDJAZ RAILWAY.

London, September 3rd.

At Mecca, Mohammedans from all parts of the globe witnessed the ceremony, and remarkable enthusiasm prevailed. Demonstrations in honour of the Constitution, the Sultan, and the Army, took place. The Times points out that this is the first press telegram sent from the sacred and mysterious city.

ENGLAND'S ROYAL VISITORS.

London, September 3rd.

The King and Queen of Spain have started on their return home.

FIGHTING ON THE ALGERIAN FRONTIER.

London, September 3rd.

Details of the fighting at Butenib show that the Moors displayed unexampled bravery, advancing under a fierce fire to within 400 metres of the French position. Thousands during the night attempted to take the French blockhouse, but the assault was stopped by wire entanglements and the infantry's hand grenades. The fighting ended at 2 o'clock in the morning.

THE CONSTANTINOPLE FIRE.

London, September 3rd.

The British Colony at Constantinople has opened a fund for sufferers by the late fire there, and has appealed to England to support the fund. King Edward has made a

SHIPPING.

ARRIVALS.

CHOSHUN MARU, Japanese str., 1,010, Sasebo, 16th September—Shanghai & Swatow 16th Sept., General—Osaka Shosen Kaisha.
DERWENT, British str., 1,562, J. Jenkins, 16th September—Saigon 12th Sept., General—Chinese.
HAIKAN, British str., 1,183, J. S. Roach, 16th September—Foochow Sept. 18th, Amoy 14th and Swatow 15th, General—Douglas, Lapraik & Co.
HALYARD, Norwegian str., 1,000, Ronneberg, 15th September—Nanchang 9th Sept., Ballast—Aagard, Thorsen & Co.
JOSHIN MARU, Japanese str., 702, Kaburagi, 16th September—Tamsui and Swatow 15th Sept., General—Osaka Shosen Kaisha.
KWANTUNG, Chinese str., 1,534, Wm. H. Hunt, 16th Sept.—Shanghai 15th Sept., General—Chinese.
MEEPOO, Chinese str., 16th Sept.—Canton, ORIENTAL, British str., 3,635, A. L. Ventolini, 16th September—Bukay 2nd Sept., Mails and General—P. & O. S. N. Co.
TELMACHUS, British str., 1,340, J. Williamson, 15th September—Saigon 14th Sept., General—Chinese.
TOSA MARU, Japanese str., 3,610, J. Nagao, 16th September—Japan and Shanghai 13th Sept., Match, Tan and General—Nippon Yuen Kaisha.
TRANQUERUP, Danish str., 2,228, O. van Deure, 15th September—Singapore 9th Sept., General—Molchers & Co.

CLEARANCES AT THE HARBOURMASTER'S OFFICE.

Austria, Austrian str., for Shanghai.
Cathay, Danish str., for Singapore.
Lucretia, British str., for Saigon.
Pathan, British str., for Shanghai.

DEPARTURES.

16th September.
ANNU, British str., for Canton.
AWA MARU, Japanese str., for Singapore.
CHOISANG, British str., for Swatow.
FOOKRANG, British str., for Canton.
HANGANG, British str., for Shanghai.
JOHANN, German str., for Swatow.
KUKUANO, British str., for Shanghai.
SHOUEI MARU, Japanese str., for Swatow.
SIGNAL, German str., for Hoochow.

SHIPMENT REPORTS.

The British str. *Dervent* reports: Fine clear weather, light variable winds, with smooth sea.
The British str. *Hartan* reports: Light to moderate breeze, clear weather and smooth sea throughout passage.
The British str. *Telemacone* reports: Light various and southerly winds, sea smooth with occasional light passing rain.

VESSELS IN DOCK.

September 16th.

ARMEDEN DOCKS—
KOWLOON DOCKS—*Swatow*, H.M.S. *Whiting*, U.S.S. *Altavista*, *Uhn On*, *Montane*, *Kung Ho*, *Hupch*, *St. Enoch*, *Helene*, *Kwang Tung*.
COSMOPOLITAN DOCKS—*Pocahontas*, *Mayas Maru*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"**HAITAN**," Captain Roach, will be despatched for the above Ports TO-MORROW the 18th inst., at 2 P.M. A reduction of 20 per cent. on First Class Fares to Foochow, will be made during the Month of September.

For Freight or Passage apply to
DOUGLAS LAPRAIK & CO.

General Managers,
Hongkong, 15th September, 1908. 1297

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR PORT DARWIN, and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND TASMANIA, &c.

THE Steamship "ALDENHAM," Captain St. John George, will be despatched as above on SATURDAY, 19th inst., at NOON.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB LIVINGSTON & CO.

Agents,
Hongkong, 14th September, 1908. 1262



HONGKONG-NEW YORK AND BOSTON.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL (with liberty to call at the Malacca Coast).

SS. "INDRAMAYO" On 21st Sept., 5 P.M. For Freight and Further Information, apply to

SHEWAN, TOMES & CO.

General Agents.

Hongkong, 6th September, 1908. 1271

FOR SHANGHAI, YOKOHAMA KOBE AND MOJI.

THE Steamship "GREGORY APCAR," Captain S. H. Benson, will be despatched for the above Ports on TUESDAY, the 22nd inst., at NOON.

This Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.

Agents,

Hongkong, 15th September, 1908. 1295

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via URGAL PORTS OF CALL	MAEDA	Brit str.	k.w.	H. Powell	P. & O. S. N. Co.	On 18th inst., at Noon.
ALBY ANDREIA, ANTWERP & HAMBURG &c.	SPEZIA	Ger str.	k.w.	Koitsa	HAMBURG-AMERIKA LINIE	About 29th inst.
HARVE & HAMBURG VIA STRAITS, &c.	AMERIA	Ger str.	k.w.	Deinat	HAMBURG-AMERIKA LINIE	On 20th inst.
HARVE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger str.	k.w.	Sohringhamer	HAMBURG-AMERIKA LINIE	On 4th October.
HARVE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 18th October.
HARVE & HAMBURG VIA STRAITS, &c.	SAMIA	Ger str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 31st October.
MARSEILLES, LA VILLE PORTS OF CALL	ERNEST SIMONS	Fr str.	k.w.	Girard	MESSEGERIES MARITIMES	On 29th inst., at 1 P.M.
MARSEILLES, LA VILLE & COPENHAGEN	CATHAT	Dan str.	k.w.		MESSEGERIES MARITIMES	Middle of September.
MARSEILLES, LONCON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jap str.	k.w.	C. H. Butler	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
MARSEILLES, LONCON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jap str.	k.w.	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 14th Oct., at Dlight
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	P. E. FRINDELICH	Ger str.	k.w.	E. Melchior	MELCHERS & CO.	On 23rd inst., at Noon.
TRISTE, &c. via SINGAPORE, &c.	VORWAERTS	Aus str.	k.w.	B. Bednarz	SANDER, WIELER & CO.	About 25th inst.
NEW YORK & BOSTON VIA PORTS & SUZ CANAL	INDRAMAYO	Am str.	k.w.		SHEWAN, TOMES & CO.	On 21st inst., at 5 P.M.
NEW YORK	VANDALIA	Ger str.	k.w.		HAMBURG-AMERIKA LINIE	On 25th inst.
NEW YORK	SHIMOSA	Brit str.	k.w.		DODWELL & CO., LTD.	On 10th October.
SAN FRANCISCO	DAKOTA	Brit str.	k.w.		STANDARD OIL CO.	About 30th inst.
VANCOUVER & SHANGHAI JAPAN, &c.	EMPERESS OF CHINA	2 m.	k.w.		CANADIAN PACIFIC R. CO.	On 26th inst., at 4 P.M.
VANCOUVER & SHANGHAI JAPAN, &c.	MONTEAGLE	Brit str.	1 m.		NIPPON YUSEN KAISHA	On 3rd inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH. &c.	KAGA MARU	Jap str.	1 m.	G. S. Lapraik	TODAY, P.M.	Today.
VICTORIA, B.C. & SEATTLE, WASH. &c.	INVERIC	Brit str.	1 m.	Boyd	DODWELL & CO., LTD.	On 22nd inst.
AUSTRALIAN PORTS VIA TIMOR PORT DARWIN	TOBA MARU	Jap str.	1 m.	J. Nagao	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit str.	1 m.	St. John George	GIBB, LIVINGSTON & CO.	On 19th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jep str.	1 m.	T. Harrison	NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Brit str.	1 m.	W. von Senden	MELCHERS & CO.	On 8th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit str.	1 m.	L. Davison	BUTTERFIELD & SWINE	On 10th Oct., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jep str.	1 m.	N. Matheson	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA	Brit str.	1 m.	W. von Senden	MELCHERS & CO.	Aboat 18th inst.
AUSTRALIAN PORTS VIA MANILA	KOBE	Brit str.	1 m.	F. E. Cope	NIPPON YUSEN KAISHA	To-morrow.
AUSTRALIAN PORTS VIA MANILA	KOBE	Brit str.	1 m.	N. Matheson	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NAKASAKI	Brit str.	1 m.	Pand...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	QUESSANT	Freight str.	1 m.	F. Mooney	JADBINE, MATTHESON & CO., LTD.	To-day.
TIENTHSIN VIA SWATOW, TSINGTAU, WEIHAIWEI, &c.	CHIPING	Brit str.	1 m.	G. Hooker	BUTTERFIELD & SWINE	On 19th inst., at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	CHIECHOW	Brit str.	1 m.	T. Suzuki	OAKA SHOSEN KAISHA	On 23rd inst., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	CHOSHUN MARU	Jap str.	1 m.	A. B. Sandbach	JADBINE, MATTHESON & CO., LTD.	To-morrow, at 9 A.M.
SHANGHAI, TSINGTAU & TIENSIN	HANGANG	Brit str.	k.w.	Knispel	HAMBURG-AMERIKA LINIE	On 16th inst., at Noon.
SHANGHAI & KORE	LUDERIA	Brit str.	k.w.	K. Sato	NIPPON YUSEN KAISHA	On 21st inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YETOTORU MARU	Jap str.	k.w.	S. H. Nelson	DAVID SASSOON & CO., LTD.	On 22nd inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GREGORY APCAR	Brit str.	k.w.	E. Preisch	MELCHERS & CO.	About 23rd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ZIETEN	Brit str.	k.w.	P. & O. S. N. Co.	MESSAGERIES MARITIMES	26th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SUMATRA	Brit str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	27th inst.
CALEDONIEN	FRENTRAS	Brit str.	k.w.	Martin	JADBINE, MATTHESON & CO., LTD.	28th inst., P.M.
CALEDONIEN	CALEDONIEN	Brit str.	k.w.	Bradley	JADBINE, MATTHESON & CO., LTD.	2nd Oct.
CALEDONIEN	JURTAZAR	Brit str.	k.w.	Frazier	JADBINE, MATTHESON & CO., LTD.	On 2nd Oct., at Noon.
CALEDONIEN	YOKOHAMA	Brit str.	k.w.	V. Kubatowski	JADBINE, LA PAZ & CO., LTD.	Quick despatch.
CALEDONIEN	YOKOHAMA	Brit str.	k.w.	R. Roach	DOUGLAS LAPRAIK & CO., LTD.	To-morrow, at 4 P.M.
CALEDONIEN	YOKOHAMA	Brit str.	k.w.	J. Jameson	BUTTERFIELD & SWINE	On 20th inst., at 10 A.M.
CALEDONIEN	YOKOHAMA	Brit str.	k.w.	T. Meyrick	JADBINE, MATTHESON & CO., LTD.	To-morrow, at 2 P.M.
CALEDONIEN	YOKOHAMA	Brit str.	k.w.	R. W. Almond	SHEWAN, TOMES & CO.	On 19th inst., at Noon.
CALEDONIEN	YOKOHAMA	Brit str.	k.w.	N. W. Outerbridge	BUTTERFIELD & SWINE	On 22nd inst., at 4 P.M.
CALEDONIEN	YOKOHAMA	Brit str.	k.w.	S. J. Payne	JADBINE, MATTHESON & CO., LTD.	On 25th inst., at 4 P.M.
CALEDONIEN	YOKOHAMA	Brit str.	k.w.	E. Rodger	DOUGLAS LAPRAIK & CO., LTD.	On 27th inst., at Noon.
CALEDONIEN	YOKOHAMA	Brit str.	k.w.	F. Embill	MELCHERS & CO.	To-morrow, at 4 P.M.
CALEDONIEN	YOKOHAMA	Brit str.	k.w			

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	MALTA	Noon, 19th	{ See Special OF CALL. Capt. H. Powell
SHANGHAI, MOJI, KOBE, SUMATRA, YOKOHAMA	SEPT. 20th	{ About 26th	{ Freight and Passage. Capt. E. W. Bruce
For further Particulars, apply to	F. J. ABBOTT,		
Hongkong, 16th September, 1908.	Acting Superintendent.		

**CHINA NAVIGATION CO.,
LIMITED.**

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	* YINGCHOW	On 18th Sept., 4 P.M.
CEBU and ILOOLO	* KAIKONG	On 18th Sept., 4 P.M.
HOIHOW and HAIPHONG	* SINGAN	On 20th Sept., 10 A.M.
MANILA	* TEAN	On 22nd Sept., 4 P.M.
CHEFOO and TIENTSIN	* KUEICHOW	On 23rd Sept., 4 P.M.
MANILA ZAMBOANGA, THUSS DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	* TAIYUAN	On 10th Oct., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCE! SALOON FARES, SINGLE AND RETURN, TO MANILA AND

AUSTRALIAN PORTS.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE,
Hongkong, 17th September, 1908.

AGENTS 11

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA VIA SWATOW, TSINGTAO, WEIHAIWEI & CHEFOO	* YUENSANG	Friday, 18th Sept., 4 P.M.
SHANGHAI	* CHIPSHING	Saturday, 19th Sept., Noon
MANILA	* HANGSAMG	Saturday, 19th Sept., Noon
SH'AI, YOKOHAMA, KOBE & MOJI	* LOONSANG	Friday, 25th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	* KUTSANG	Friday, 2nd Oct., Noon
RETURN TOURS TO JAPAN.	NAMSANG	Friday, 9th Oct., 1 P.M.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOBSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobo (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobo.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to— JARDINE, MATHESON & CO., LTD.,

Hongkong, 17th September, 1908.

GENERAL MANAGERS. 16

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOHSUN MARU"	FRIDAY, 18th Sept., 9 A.M.
TAMSUI VIA SWATOW, & AMOY	"JOSHIN MARU"	SUNDAY, 20th Sept., 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Building.

Hongkong, 15th September, 1908.

T. ARIMA, Manager. 13

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Routes to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Services" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG :

OUTWARD.

HOMEWARD.

FOR SINGAPORE, TIENTSIN, S.S. LIBERIA	21st Sept.	FOR HAVRE & HAMBURG: S.S. AMBIA	20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA	2nd Oct.	FOR ALEXANDRIA, ANTWERP & HAMBURG: S.S. SPEZIA	About 28th Sept.
S.S. SENEGAMBIA	18th Oct.	S.S. BRASILIA	4th Oct.
S.S. SITHONIA	23rd Oct.	S.S. SILESIA	18th Oct.
S.S. SCANDIA	10th Nov.	S.S. SAMBIA	31st Oct.
S.S. BRISGAVIA	18th Nov.		
S.S. DORTMUND	28th Nov.		
FOR NEW YORK	S.S. VANDALIA	On 25th September.	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office. 12

**NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)**

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSEILLE, LONDON and ANTWERP, via SINGA	TAMBA MARU	WED'DAY, 30th Sept., at Daylight
COLOMBO, and PORT SAID	CAPT. C. H. BUTLER	Tons 618
SEATTLE, WASH. via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU	WED'DAY, 14th Oct., at Daylight
SYDNEY and MELBOURNE	KAGA MARU	THURSDAY, 17th Sept., P.M.
VIENNA, TOWNSEND ISLAND, TOWNSVILLE and BRISBANE	S. TOSA MARU	SATURDAY, 26th Sept., at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO	CAPT. N. MATTHEWS	SUNDAY, 27th Sept., at Noon
YOKOHAMA	NIKKO MARU	FRIDAY, 2nd Oct., at Noon
YOKOHAMA	CAPT. T. HARISON	FRIDAY, 30th Oct., at Noon
YOKOHAMA	CAPT. N. MATTHEWS	FRIDAY, 30th Oct., at Noon
YOKOHAMA	CAPT. B. K. SATO	FRIDAY, 30th Oct., at Noon

* Omitting Keelung and Shimoda.

* Fitted with Marconi's System of Wireless Telegraphy. + Cargo only.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Fitted—the World. Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER. 356

Hongkong 17th September, 1908.

Cutter, Palmer & Co.'s



SHIPPERS
Cutter, Palmer & Co., London.

AGENTS
SIEMSSEN & CO.
HONGKONG.

SANG MOW.
EATTAN AND GRASS
FURNITURE MAKER.

CHAIRS, TABLES, SETTERS &
LONG-CHAIRS.
BAMBOO BLINDS, MATTINGS
in all colours on Sale.

All Orders receive prompt attention.

59, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 20th February, 1908. 401

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."

A. A. B.C. and Engineering Code U.

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 894 "

Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 98 "

Width of Entrance on Bottom... 87 "

Water on Blocks at Spring Tide 22 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

